I-8 CORRIDOR PROFILE STUDY

ARIZONA / CALIFORNIA STATE LINE TO JUNCTION I-10

ADOT Work Task No. MPD 042-15
ADOT Contract No. ADOT11-013154

Draft Working Paper 1: Literature Review

July 2015

PREPARED FOR:

Arizona Department of Transportation

PREPARED BY:

TABLE OF CONTENTS

TABLE OF FIGURES

TABLE OF TABLES

LIST OF ABBREVIATIONS

Abbreviation	Name
ADOT	Arizona Department of Transportation
AZTDM	Arizona Travel Demand Model
BLM	Bureau of Land Management
BQAZ	Building a Quality Arizona
CAG	Central Arizona Governments
CIP	Capital Improvement Program
DCR	Design Concept Report
DMS	Dynamic Message Signs
HSIP	Highway Safety Improvement Program
I-8	Interstate 8
I-10	Interstate 10
I-11	Interstate 11
FHWA	Federal Highway Administration
FY	Fiscal Year
LRTP	Long Range Transportation Plan
MAG	Maricopa Association of Governments
MP	milepost
P2P	Planning to Programming Linkage
PA	Project Assessment
PARA	Planning Assistance for Rural Areas
POE	Ports of Entry
RSRSM	Regionally Significant Routes for Safety and Mobility
RTP	Regional Transportation Plan
SATS	Small Area Transportation Studies
SCMPO	Sun Corridor Metropolitan Planning Organization
SHS	State Highway System
SR	State Route
STB	State Transportation Board
STP	Surface Transportation Program
SWAP	State Wildlife Action Plan
TIP	Transportation Improvement Program
TMP	Transportation Master Plan
UPRR	Union Pacific Railroad
WB	Westbound
YMPO	Yuma Metropolitan Planning Organization

1.0 INTRODUCTION

The Arizona Department of Transportation (ADOT) has identified nine corridors considered essential in defining the overall health of the statewide transportation system, and is conducting a series of Corridor Profile Studies to plan for their desired performance. These Corridor Profile Studies will link the statewide plan, *What Moves You Arizona*, and the *Planning to Programming Linkage (P2P),* which are part of a framework designed to integrate the planning and programming processes in a transparent, defensible, logical, and reproducible way. Interstate 8 (I-8), depicted in Figure 1, is one of the strategic statewide corridors identified and the subject of this Corridor Profile Study.

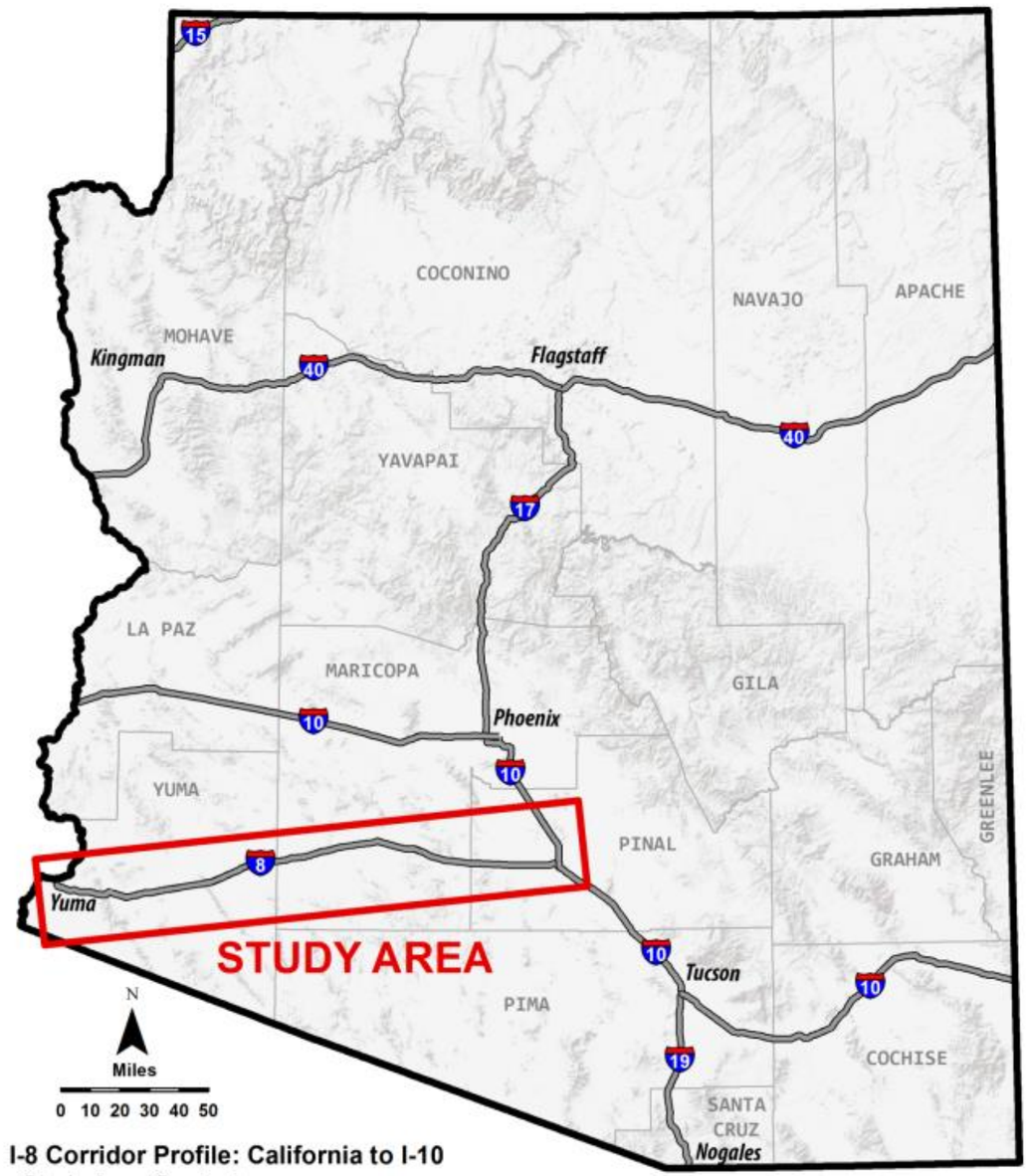
The I-8 corridor provides movement for significant freight and recreation needs within Arizona. It serves intrastate, interstate and international commerce linking the agriculturally rich Yuma area with California to the west and all points east. I-8 is also a key link in the regional, statewide and national freight network, distributing goods between Mexico, west coast and Gulf ports throughout the United States. Because of its location and orientation, it also serves as a major connection to recreational opportunities in Western Arizona and Southern California.

1.1 Study Purpose

The I-8 Corridor Profile Study purpose is to define a comprehensive corridor planning and programming approach to help make system- appropriate decisions. This is achieved by measuring corridor performance and using the findings to inform improvement solutions. Life-cycle cost analysis (LCCA) and risk assessment are applied in developing corridor recommendations. This Corridor Profile Study, along with similar studies for Interstate 17, Interstate 19, Interstate 40, and US / State Route (SR) 95, will define a process to:

- Inventory past improvement recommendations,
- Define a vision for the future of the corridor,
- Assess the existing performance based on quantifiable performance measures,
- Propose various solution sets to improve corridor performance in light of the vision,
- Identify projects that provide quantifiable benefit relative to performance, and
- Prioritize the projects for future implementation.

Figure 1: Corridor Study Area



1.2 Study Goals and Objectives

The primary objective of this study is to identify a recommended set of potential projects for consideration in future construction programs, derived from a transparent, defensible, logical, and replicable process. The I-8 Corridor Profile Study will define solution sets and improvements that can be evaluated and ranked to determine which investments offer the greatest benefit to the corridor in terms of enhancing performance. Corridor benefits will be categorized by the following three investment types:

- **Preservation:** Activities that protect transportation infrastructure by sustaining asset condition or extending asset service life.
- **Modernization:** Highway improvements that upgrade efficiency, functionality, and safety without adding capacity.
- **Expansion:** Improvements that add transportation capacity through the addition of new facilities and or services.

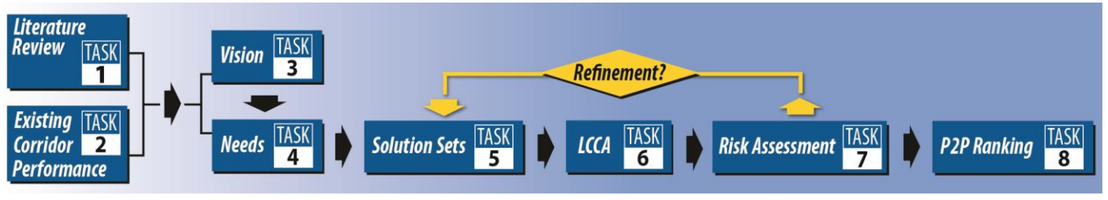
This study will identify potential actions to ensure the performance of the I-8 corridor is maintained at acceptable levels. Proposed actions will be compared based on their risk to achieving desired performance levels, life-cycle costs, and cost-benefits to produce a prioritized list of projects that help achieve corridor goals. The following goals have been identified as the outcome of this study:

- Link project decision-making and investments on key corridors to strategic goals
- Match solutions with deficiencies in measured performance
- Prioritize improvements that cost-effectively preserve, modernize, and expand transportation infrastructure

1.3 Study Process

The study process will be completed through eight tasks, as shown in Figure 2. **Task 1** assesses work already completed in the corridor through a literature review (**Working Paper 1**). The existing corridor performance will then be determined (**Task 2**) based on the previous work findings and data collected for the identified performance areas (pavement, bridge, mobility, safety and freight). A long-term vision will be developed that defines how the corridor can be expected to function and what is likely to be its primary purpose (**Task 3**).

Figure 2: Corridor Profile Study Tasks



The vision will assist in establishing performance expectations and setting performance targets. The targets, when compared with existing conditions, will provide the foundation for determining corridor needs (**Task 4**). Solutions will be formulated specifically to raise performance levels based on the gaps in each identified area (**Task 5**). The objective is for each solution set to identify projects that, when combined, will move the corridor toward higher performance. The cost of projects included in the solution sets will be estimated using a LCCA approach to ensure a full understanding of the long term costs to be managed (**Task 6**). The solutions sets will then be compared using a risk-based assessment to ensure that the solution set selected is the most effective at enhancing corridor performance (**Task 7**). Where necessary, solution sets can be modified to maximize their ultimate performance contribution. Once a solution set is selected, the strategic projects that comprise it will be described using a Project Scoping Template (**Task 8**). The results of this study will provide candidate projects for P2P prioritization and inform the Long Range Transportation Plan Update.

1.4 Study Location and Corridor Segments

The I-8 Corridor Profile Study limits extend from the California Border, milepost (MP) 0, to the junction with Interstate 10 (I-10) in Casa Grande, MP 178.33, which is approximately 178 miles. Idenitification of highway segments for study consideration was given to roadway, traffic and jurisdictional characteristics to allow for the appropriate level of analysis for similar operating environments. Nine segments have preliminarily been identied to be considered by the project team. Table 1 (Page 3) and the Corridor Map (Page 4) describe these segments. Based on team input and data collection, the segment limits may be adjusted at the study progresses. Initial segmentation was based on the following rationale:

Segment 8-1: California Border to Avenue 15E *I-8 was constructed on new alignment away from old US 80, now Business 8 (B-8). At Avenue 9E, I-8 returns to the old US 80 alignment utilizing parallel frontage roads. Avenue15E serves as the Yuma city limit, with significant changes in terrain, level of development and traffic volumes.*

Segment 8-2: Avenue 15E Dome Valley Traffic Interchange (TI) *I-8 crosses through the mountainous terrain of Telegraph Pass, utilizing the old US 80 alignment.The US Border Patrol Station is also located in this section.*

Segment 8-3: Dome Valley TI to Mohawk TI *I-8 was constructed on a new alignment within this segment. The terrain is consistent within and there is little fluctuation in traffic numbers.*

Segment 8-4: Mohawk TI to Maricopa County Line *The Yuma County/Maricopa County line is the break point between the Yuma Metropolitan Planning Organization (YMPO) and Maricopa Association of Governments (MAG). Beginning at the Mohawk interchange, I-8 utilizes old US 80 as the eastbound roadway. Additionally, the county line has generally been used as a project limit.*

Segment 8-5: Maricopa County Line to 355th Avenue *This segment starts at the county line and ends at approximately the western limits of Gila Bend. This segment is differentiated by jurisdiction rather than any changes in terrain or traffic.*

Segment 8-6: 355th Avenue to 9 Mile Well Road *I-8 crosses the Gila Bend area between East and West TIs. The mainline roadway is on new alignment. Traffic numbers in this segment increase due to the B-8 and SR 85 junctions.*

Segment 8-7: 9 Mile Well Road to Maricopa County Line *This segment runs from east Gila Bend to the Maricopa / Pinal County Line.*

Segment 8-8: Maricopa County Line to Midway Road *This segment is defined by jurisdiction. Midway Road is assumed to be the western limits of Casa Grande development. The jurisdictional boundary between MAG and the Sun Corridor Metropolitan Planning Organization (SCMPO) occurs within this segment at approximately MP 160.*

Segment 8-9: Midway Road to Junction I-10 *This segment is defined as entering into the greater Casa Grande area. This segment terminates at the junction with I-10.*

Table 1: I-8 Corridor Segments

Segment	Begin	End	Begin Milepost	End Milepost	Length (mi)	Thru Lanes (EB,	ADT (2010)
8-1	California State Line	Avenue 15 E	0.0	16.3	16.30	2, 2	2,500 – 19,000
8-2	Avenue 15 E	East of Dome Valley TI	16.3	21.4	5.05	2, 2	8,400 – 9,700
8-3	East of Dome Valley TI	East of Mohawk TI	21.4	56.5	35.08	2, 2	6,900 – 9,700
8-4	East of Mohawk TI	Maricopa County Line	56.5	79.6	23.36	2, 2	6,900 – 8,700
8-5	Maricopa County Line	355th Avenue	79.6	110.4	30.53	2, 2	6,900 – 8,700
8-6	355th Avenue	9 Mile Well Road	110.4	120	9.62	2, 2	1,200 – 8,700
8-7	9 Mile Well Road	Maricopa County Line	120	147.6	27.60	2, 2	1,200 – 1,300
8-8	Maricopa County Line	S Midway Road	147.6	166.5	19.00	2, 2	1,200 – 1,600
8-9	S Midway Road	Interstate 10	166.5	178	11.75	2, 2	1,500 – 4,300

1.5 Corridor History

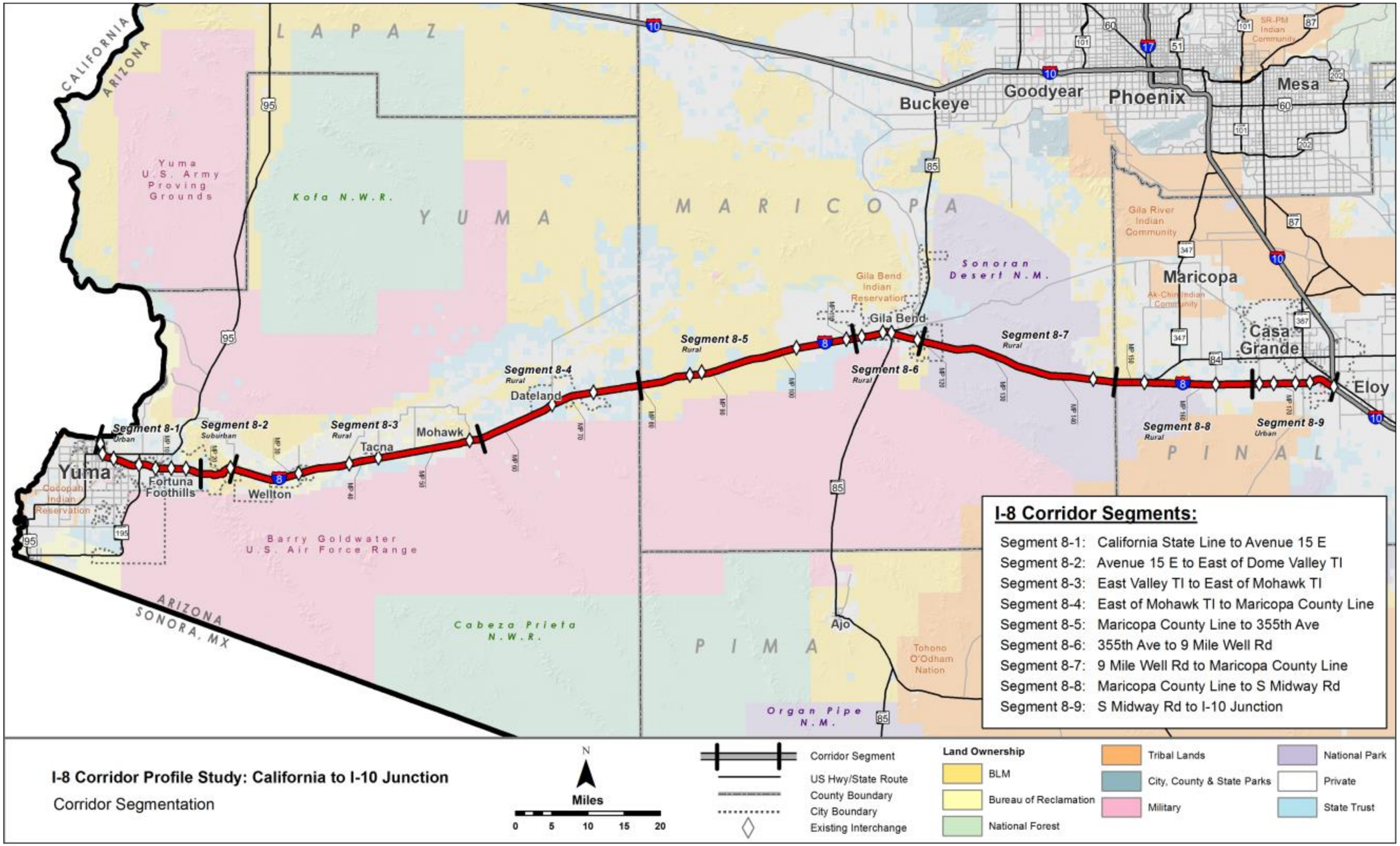
A national corridor, I-8 traverses 345 miles between San Diego, California and Casa Grande, Arizona. It provides a more direct connection between I-10 east of Casa Grande and San Diego than following I-10 to Los Angeles. The route provides regional connectivity with access to Interstate 5 and Interstate 15, the Port of San Diego and the local military bases. The route serves as a trade route for agricultural products grown in Yuma and the Gila River valley, as well as larger statewide commerce needs by providing access west coast ports, Gulf Coast ports, and eastern markets. I-8 also provides recreational access to recreational opportunities along the Colorado River and in Southern California.

Within Arizona, I-8 is a four-lane facility first constructed between the late 1950s and early 1970s. For administration purposes, the Federal Highway Administration (FHWA) divided it into two sections:

Section A: Yuma – Gila Bend (MP 0 – MP 115.62) *This section follows, and in some cases utilizes, part of what was US 80, which was initially developed in the 1930s following the Union Pacific Railroad (UPRR). Inclusive of this section, Telegraph Pass (MP 16 to 21) and Mohawk (MP 54) to Gila Bend (MP 113) both utilized US 80 roadways constructed in the 1950s.*

Section B: Gila Bend – Casa Grande (MP 115.62 – MP 147.6) *This section departs from the UPRR corridor, instead generally following the old SR 84 corridor. From MP124 to Hidden Valley TI (MP152), I-8 utilized much of the SR 84 right of way; however, the roadway was reconstructed. At Hidden Valley TI, I-8 breaks away from SR 84 and extends eastward on a new alignment by-passing Gila Bend and connecting to I-10.*

Figure 3: I-8 Corridor Study Segmentation



2.0 LITERATURE REVIEW

Past planning and design studies related to the I-8 Corridor were reviewed to understand the full context of future planning and design efforts within and around the study area. These studies and relevant recommendations are summarized in Table 2 and Table 3, respectively. identified by type of project consisting of Preservation, Modernization and Expansion. The studies examined are from a range of sources, including local agencies, ADOT, MPOs, and other statewide management agencies. The review of these past studies provides an overview of the context in which I-8 is currently operating as well as the future growth that should be anticipated for the corridor. The I-8 Corridor serves a vital function within the state by providing for a significant amount of freight movement, included as both truck traffic on I-8 and train traffic parallel to I-8. As identified in many of these documents, the areas of Yuma and the I-8/I-10 interchange are anticipated to grow as centers of freight activity in the state and I-8 will need to accommodate this growth. An overview of relevant recommendations for the I-8 corridor is shown graphically in Figure 3

Past studies examined are listed as follows, grouped into the categories of Framework Studies, Regional Planning Studies, Planning Assistance for Rural Areas (PARA) and Small Area Transportation Studies (SATS), and Design Concept Reports (DCRs).

Framework Studies

- ADOT 5 Year Transportation Facilities Construction Program 2016 - 2020
- ADOT Statewide Bicycle and Pedestrian Plan Update
- ADOT Climbing and Passing Lane Prioritization Study
- Arizona Key Commerce Corridors
- Arizona Multimodal Freight Analysis Study
- Arizona Port of Entry Study
- Arizona Roadway Departure Safety Implementation Plan
- Arizona State Airport System Plan
- Arizona State Rail Plan
- Arizona Statewide Dynamic Message Master Plan
- Arizona Statewide Rail Framework Study
- Arizona Statewide Rest Area Study
- Arizona Statewide Travel Demand Model (AZTDM)
- Arizona Wildlife Action Plan / Arizona Wildlife Linkages Assessment
- Building a Quality Arizona (BQAZ)
- Bureau of Land Management Travel Management Plan
- MAG Freight Transportation Framework Plan
- What Moves You Arizona? Long-Range Transportation Plan 2010-2035

Regional Planning Studies

- ADOT I-8 Multi Modal Corridor Profile
- ADOT Interstate 11 (I-11) Southern Arizona Future Connectivity Corridor Feasibility Assessment Report
- Arizona – Sonora Border Master Plan
- Central Arizona Governments (CAG) Regional Transportation Plan (RTP)
- Casa Grande Downtown Circulation Study
- Casa Grande General Plan 2020
- City of Yuma Transportation Master Plan
- FHWA Bi-National Border Transportation Infrastructure Needs Study
- MAG 2035 RTP
- MAG I-8 and I-10/Hidden Valley Transportation Framework Study
- Pinal County Regionally Significant Routes for Safety and Mobility Study
- Pinal County Transit Feasibility Study
- Pinal County Comprehensive Plan
- Pinal County Open Space and Trails Master Plan
- SCMPO 2016 – 2035 Draft RTP
- YMPO RTP (2010 - 2033)

PARAs and SATS

- ADOT Yuma Expressway Study
- ADOT YMPO Transportation Needs for the Foothills and Mesa Del Sol Areas
- Casa Grande Small Area Transportation Study (SATS)
- Pinal County Small Area Transportation Study (SATS)
- Pinal County Transit Element Report
- Southern Pinal County Regional Corridor Study
- Southern Pinal/Northern Pima Corridor Definition Study
- Wellton Transportation Long-Range Plan PARA
- Yuma Regional Transit Study PARA

Design Concept Reports

- I-10 Jct. I-8 to Tangerine Road DCR
- SR 85 Gila Bend TI DCR
- I-8 at MP 17 Telegraph Pass Project Assessment (PA)
- I-10 Val Vista – Jct. I-8 PA
- I-8 Araby Road TI DCR
- I-8 Henness Road TI DCR

.

Table 2: Relevant Studies and Plans

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
FRAMEWORK STUDIES			
ADOT Five-Year Transportation Facilities Construction Program 2016 – 2020	2015	ADOT	The purpose of the Five-Year Transportation Facilities Construction Program is to comply with Arizona Revised Statutes §28-304, to set forth the short-term program for developing projects, and to account for the spending of funds for the next five years. The program identifies the following projects, specific to the I-8 corridor: Highway Projects • I-8 Westbound (WB) Off Ramp & Giss Parkway Intersection (MP 1) • I-8 Araby Road TI Reconstruction (MP 7) • I-8 Dome Valley – Wellton (MP 21) • I-8 Mohawk Rest Area (MP 56) • I-8, MP 96 to Paloma Road (MP 96) • I-8 Bender Wash (MP 126) Airport Projects • Yuma International • Yuma Rolle Airfield • Gila Bend Muni – Maricopa • Casa Grande Muni The first two years of the program are financially constrained by year. All projects in those years will be fully funded and ready to advertise in the year programmed or sooner, as determined by the State Transportation Board. http://www.azdot.gov/docs/default-source/transportation-programming/2015-2019-program.pdf?sfvrsn=4
ADOT Statewide Bicycle and Pedestrian Plan Update	2013	ADOT	The purpose of the 2013 ADOT Statewide Bicycle and Pedestrian Plan Update is to build off of the long-term vision for a statewide system of interconnected and and shared roadways and pedestrian and bicycle facilities offered in the 2003 plan. The 2012 update addresses the most critical bicycle and pedestrian transportation planning needs on the State Highway System (SHS), and outlines strategies to meet the plan goals and objectives for increased bicycle and pedestrian trips, safety, and infrastructure. The I-8 corridor is recognized as having suffienct shoulder width for biking, but the plan does not identify any receomendations specific to I-8. http://wwwa.azdot.gov/ADOTLibrary/Multimodal_Planning_Division/Bicycle-Pedestrian/Bicycle_Pedestrian_Plan_Update-Final_Report-1306.pdf
ADOT Climbing and Passing Lane Prioritization Study	2015	ADOT	The purpose of the 2015 Climbing and Passing Lane Prioritization Study was to refine the methodology used in previous plans to identify locations where passing and climbing lanes would benefit drivers on the Arizona highway system, and to recommend a list of climbing and passing lane improvements for phased implementation. The study serves as an update to the previous 2003 study, reflecting more recent data on mobility, safety, and construction feasibility. The report document describes the evaluation process, documents existing conditions, and proposes the construction of climbing and passing lanes in prioiritized tiers. Only one low-priority location is identified on I-8 for Tier 3, located between mileposts 18 and 20 in the eastbound direction. http://wwwa.azdot.gov/ADOTLibrary/Multimodal_Planning_Division/Studies/2003_Climbing_Lane_Prioritization-Update-FR-0405.pdf

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona Key Commerce Corridors	2014	ADOT	The Key Commerce Corridors strategy implicitly emphasizes the importance of corridors for market access. The 20-year plan identifies the corridors critical to the promotion of trade and incorporates funding three areas of infrastructure improvements: Corridors, Borders, and Bridges. The focused strategy identifies improvements to obtain the greatest benefit for Arizona and proposes to increase available funding. The original vision evolved into a framework to improve mobility and efficiency, economic development potential and project related job creation. Recommendations include a new system interchange of I-8 with I-10, widening of the roadway between SR 85 and I-10 from four to six lanes and reconstructing six bridges along the Arizona portion of I-8. https://www.azdot.gov/planning/CurrentStudies/key-commerce-corridors
Arizona Multimodal Freight Analysis Study	2008	ADOT	ADOT completed the Multimodal Freight Analysis Study in 2008. This study addressed all modes of freight transportation in Arizona – trucking, rail and aviation – to provide a detailed assessment of critical freight issues and emerging trends, as well as their relationship to transportation policy and infrastructure. From this information, infrastructure needs and deficiencies were identified, as was a recommended strategy for including freight analysis as part of Arizona's long-range planning process. This study resulted in six high-level strategic directions: • **Strengthen the relationship between freight and economic development:** Engage the private sector in transportation planning, and market the link between transportation and Arizona's economy, working with the Arizona Department of Commerce (now the Arizona Commerce Authority). • **Coordinate freight planning with local land use planning:** Support local government efforts to develop land use planning guidelines for freight-intensive development, and encourage communities to work closely with the private sector when developing freight logistics centers. • **Preserve and prioritize key freight operations:** Support railroad mainline expansions, protect priority highway corridors for efficient freight movement, and establish/maintain a freight data collection program. • **Enhance freight system safety and security:** Incorporate heavy truck movements in highway design, expand Arizona's highway network for freight, and use innovative technology to improve highway operations for commercial vehicles. • **Seek opportunities to improve freight operations:** Target improvements at truck crash "hot spots," provide safe and secure truck parking locations, monitor/improve the safety of railroad crossings that have a crash history, and implement performance-based truck size and weight enforcement policies. • **Promote environmental preservation and energy efficiency:** Encourage green initiatives in the freight sector to reduce energy consumption and consider alternatives to highways for moving large volumes of freight between southern California and Arizona. The study did not identify any recommendations specific to the I-8 Corridor nor did it discuss funding and implementation strategies. This study is currently being updated by ADOT, although there are no updated recommendations at this time. http://repository.asu.edu/attachments/109262/content/Arizona%20Multimodal%20Freight%20Study_FinalReport.pdf

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona Port of Entry Study	2013	ADOT	This report evaluates the 22 fixed sites and 14 locations operated by personnel who manage and perform inspections, provide permits, and perform other related duties. (It does not cover the border with Mexico.) The function of these ports of entry (POEs) is both to provide services to and enforce state and federal laws for interstate commercial vehicles entering and leaving the State of Arizona. It contains information related to the current and future port conditions, as well as deficiencies and a set of recommendations for ADOT's POE operations over the next 20 years. It identifies I-8 as one of the corridors used for moving freight from and to ports in California. Specifically, it describes current conditions and deficiencies and identifies a cost of just over $20 million to upgrade the POE to support a proposed concept of operations using virtual and staffed management plans. http://repository.asu.edu/attachments/111922/content/Arizona%20Ports%20of%20Entry%20Study.pdf
Arizona Roadway Departure Safety Implementation Plan	2015 (ongoing)	ADOT	This is an ongoing study to examine opportunities to implement low-cost countermeasures to reduce roadway departure crashes and fatalities on state highways. It utilizes a data-driven approach identified initial locations for countermeasure implementation. It focuses on specific high-crash locations with appropriate countermeasures, uses low-cost countermeasures targeted at highway sections with higher crash rates, and combines low-cost countermeasures with coordinated education and enforcement targeted on high-crash corridors in some cases. Initial recommendations on I-8 include: • Enhanced Signs and Markings for Curves (5 locations): • Alignment Deliniation and Lighting (13 locations) • High Friction Surfaces (1 location) • Guardrail Relocation/Safety Enhancements (4 locations) • Install Cable Median Barrier (1 location) No recommendations were made for I-8 for centerline rumble strips, edge line rumble strips, and restraint related enforcement and education.
Arizona State Airport System Plan	2008	ADOT	The State Airport System Plan establishes a vision and provides an outlook of the state's aviation needs through 2030. The system planning process is designed to ensure ADOT remains responsive to air transportation needs by identifying roles and characteristics for existing and new airports. As airports in Arizona continue to evolve to respond to changes in the communities they serve and aviation industry trends, the performance measures established in the plan serve as a guide for balanced development. There are no recommendations specific to I-8 within this plan. https://www.azdot.gov/planning/airportdevelopment/development-and-planning/state-airports-system-plan

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona State Rail Plan	2011	ADOT	As a follow-on step to the Statewide Rail Framework Study (part of the BQAZ Statewide Transportation Planning Framework Program), ADOT initiated the preparation of a State Rail Plan that responds to the requirements of the 2008 Passenger Rail Investment and Improvement Act. The State Rail Plan is based on the research and findings of the Statewide Rail Framework Study completed in October 2009. The State Rail Plan provides a 20-year implementation program and capital plan for statewide rail investment that includes the enhancement of freight rail infrastructure, and identifies the steps to institute intercity passenger rail services along key routes. The State Rail Plan resulted in development of a Rail Action Plan for immediate, intermediate, and long-range timeframes, together with funding strategies. The plan identifies the following four “corridors of opportunity” for freight and passenger rail improvements. Those that may be relevant to the I-8 corridor include: • CANAMEX Corridor (proposed) - spans from Las Vegas to the international border with Mexico • Sunset Corridor (existing) - east to west, generally following the UPRR Sunset Corridor, I-8 and I-10. The plan recommends corridor-specific actions for implementation of freight improvements and passenger rail services. These include: • Partner with Amtrak to restore passenger service to the Phoenix metropolitan area. • Partner with UPRR to implement operational improvements that would support the emerging Sun Corridor. The recommendations for each corridor of opportunity (discussed above) have been classified into short-term (within 5 years), medium-term (within 10 years), and long-term (within 20 years). http://www.azdot.gov/docs/planning/state-rail-plan.pdf?sfvrsn=0
Arizona Statewide Dynamic Message Master Plan	2011	ADOT	Dynamic Message Signs (DMS) is a conitinually developing technology that reports driver information and roadway conditions to motorists through electronically illuminated messages. There is no standard document or national set of criterion that guides the placement of DMS. The purpose of the Statewide DMS Master Plan is to provide specific justification, warrants, criteria, and consideration for permanent DMS design requirements for the Arizona highway system. The plan describes technical components, inventories exisitng DMS locations, establishes placement criteria, and proposes new DMS locations. The following existing and proposed DMS locations along the I-8 corridor have been identified in the master plan to address inclement weather conditions or incident management: • Existing: Eastbound at MP 11.5 in Yuma, Westbound at MP 120.9 in Gila Bend, Eastbound at MP 174.1 in Casa Grande, west of Trekell Rd • Proposed: Eastbound at MP 2 in Yuma, near the California State line, Eastbound at MP 36, west of S Ave 36 E, Wesbound at MP 36, west of S Ave 36 E, Wesbound at MP 310, west of SR 85 http://www.azdot.gov/docs/default-source/business/dms-masterplan.pdf?sfvrsn=2

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona Statewide Rail Framework Study	2010	ADOT	As a response to the growing demand for transportation infrastructure, the Arizona State Transportation Board (STB) allocated resources for a statewide collaborative planning process called “Building a Quality Arizona”, or BQAZ to quantify transportation needs statewide and identify the full range of options to address those needs. A series of Regional Framework Studies were key inputs into the Statewide Transportation Planning Framework. As one of the Framework Studies, the Statewide Rail Framework Study has formulated a rail development program and investment strategy for the State of Arizona that leads to a healthy and sustainable multimodal transportation system for the movement of people and goods. The project included a thorough public outreach process, addressing rail transportation needs across Arizona, and considered existing conditions and estimated future needs for both freight rail and passenger rail, with the latter including potential high-speed, intercity and commuter service. These efforts were followed by an identification of key issues and development of strategic opportunities. To meet identified needs for improvements to the existing rail system, recommended implementation pursuits and specific action items have been specified, which include modifications to existing rail systems or the establishment of new facilities and services. Relevant issues and findings related to I-8 include: • The I-8 corridor has some narrow stretches of private land along it, but it is mostly bordered by the Yuma Proving Ground to the north and the Barry M. Goldwater Air Force Range to the south. The Sonoran Desert National Monument, Bureau of Land Management (BLM) and State Trust lands are also in this area of the state. • Future expansion of I-8 to a minimum of three lanes in each direction has been discussed in the Statewide Transportation Planning Framework program. However, the I-8 corridor is less of a mobility or economic development priority for California’s Corridors of the Future Program than the I-10 and I-15 corridors. • Freight activity at the junction of the UPRR Sunset Route and I-8 could spur freight-related economic development near Gila Bend. http://www.azdot.gov/docs/planning/rail-framework-study-final-report.pdf?sfvrsn=0
Arizona Statewide Rest Area Study	2011	ADOT	This is a follow-up to the 2000 Rest Area Master Plan that focused on updating rest stop condition information, forecasting needs for rest areas and developing a strategic plan for future decisions related to rest areas through 2031. Projects identified along I-8 included short term priority critical roof and structural work at the Sentinel rest area for $1,750,000 and mid-term priority reconstruction of the currently closed Mohawk rest area for $14,000,000 along with genral rest area improvements of $4,500,000. As I-8 continues to grow as an important freight corridor, rest areas will be increasingly important.
Arizona Statewide Travel Demand Model (AZTDM)	Current generation	ADOT	A detailed four-step travel demand model, the primary purpose of which is to assess regional transportation needs in Arizona. AZTDM2 is currently being utilized, with AZTDM3 in development. AZTDM3 will incorporate Population Geo-Synthesis Model, Activity-Based Travel Demand Model, Dynamic Traffic Assignment Model, Integrated Land Use-Transportation Model, and Economic Linkages. Data from the AZTDM will be utilized in the study to for traffic forecasting and travel demand modeling for I-8.

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona State Wildlife Action Plan/Wildlife Linkages Assessment	2012	Arizona Game and Fish Department	This State Wildlife Action Plan (SWAP) and Wildlife Linkages Assessment provide a 10-year vision for achievement, subject to adaptive management and improvement along the way. The plan covers the entire state, identifying wildlife and habitats in need of conservation, insight regarding the stressors to those resources, and suggests actions that can be taken to alleviate those stressors. Using the Habimap Tool that creates an interactive database of the information included in the SWAP, the following were identified in relation to the I-8 corridor: • Wildlife waters to the north and south of I-18 between SR 84 and Gila Bend • I-8 travels bisects allotments/pastures from just east of SR 84 to Gila Bend, and periodically from west of Gila Bend to east of Dateland. This corresponds to the area controlled by the Bureau of Land Management. • Some State Land holdings, primarily from just east of Gila Bend to Wellton • Potential Wildlife Linkages exist along I-8 between MP 39 and MP 100 (Linkage #72), as well as crossing I-8 in the vicinity of MP 8 – MP 9 (Linkage #70). Habitat fracture zones are identified from the California border to MP 18 (with the exception of MP 8 – MP 9), MP 21 to MP 39, MP 100 to MP 120 and MP 150 to I-10. • Species and Habitat Conservation Guide indicates sensitive habitats in the vicinity of South Maricopa Mountains Wilderness, just north of I-8 to the east of Gila Bend, and along the Gila River in the vicinity of Wellton and Tacna. • Species of Greatest Conservation need are identified in the vicinity of SR 84 and the Sonoran Desert National Monument. • A moderate level of Species of Economic and Recreational Importance are identified along I-8 to the north from Casa Grande to the riparian area west of Gila Bend. http://azgfdportal.az.gov/wildlife/actionplan
Building and Quality Arizona (BQAZ)	2010	ADOT	ADOT completed the BQAZ Statewide Transportation Planning Framework Study in 2010. Its purpose was to identify Arizona's multimodal transportation needs through 2050. The recommended framework is a 40-year vision for the future, including not only multimodal transportation improvements, but also policies and programs to address climate change, urban form, environmental stewardship, economic vitality, safety and security. Network recommendations identified in the study include various new and improved roadways, rail corridors, and transit service. Recommendations affecting I-8 include: • New east-west freeway in Yuma, connecting to I-8 • Widen interstate highways to six lanes in rural Arizona • Intercity bus along I-8 from Gila Bend to Yuma. (2050) • Passenger rail along existing rail line from Gila Bend to Yuma (2050) Implementation of the recommended network would occur through the state's Long Range Transportation Plan (LRTP) and more specific (state, regional, and local) capital improvement programming. http://azmemory.azlibrary.gov/cdm/ref/collection/statepubs/id/8962

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Bureau of Land Management Travel Management Plan	2012	BLM	The BLM has prepared a plan to understand travel and access need to and with BLM lands. To ensure long term access across necessary Arizona state trust lands, the BLM pursues access permits and/or rights. The list below shows the desired condition for access along I-8. • I-8 Accelerate/Decelerate Lane with Cattleguard and sign (southbound, 1 location) (MP 124) • I-8 Accelerate/Decelerate Lane with Cattleguard and sign (northbound, 4 locations) (MP 124, MP 128, MP 133, MP 136.5) • Permit for Smith Road under I-8 Overpass (northbound and southbound) • Access Easement/License Needed for BLM (MP 158) The study also makes recommendations to types of barriers to be used south of I-8 (lowest use area) to maintan character of area and address environmental concerns. It is recommended to use natural techniques and the least number of barriers in this area. Exceptions to the rule would be Vekol Valley Road and Smith Road where higher use may require physical barriers to be effective. On border-related resource impacts and new trespass roads use restoration techniques will be used aggressively to remediate them in the shortest time possible and prevent motorized use from reoccurring as deemed necessary. This aggressive philosophy is intended to support law enforcement efforts to stop vehicle based smuggling activities and could be done anywhere there is a hot spot for illegal activity. http://www.blm.gov/style/medialib/blm/az/pdfs/travel_mgmt/sdnm.Par.53235.File.dat/appx-E.pdf
MAG Freight Transportation Framework Plan	2012	MAG	This study examined freight trends and needs within the Sun Corridor region. Opportunities to grow freight-related economic development are supported by the region's labor market conditions, competitive transportation costs to serve international and domestic markets, and proximity to the trade flows between the markets of California, Texas, and Mexico.The region is emerging as a key transportation hub in the Western United States and Borderland area along the Southern Arizona and Northern Mexico border. The economic base in Pinal County seeks to diversify the economic base in high growth markets to support high-quality and high-wage jobs. To leverage growth opportunities in the transportation, distribution, logistics, and manufacturing sectors the region must maintain, create, and plan for efficient, reliable, and high performance transportation infrastructure. Strategies to support these goals can align and address regional interests, inform private-sector decision making, and improve the regional economy. Along the I-8 corridor, identified opportunities include: • Large volumes move westbound through the Sun Corridor today on the I-10/I-8 corridor. I-8 could serve as a hub for import distribution centers staging nearshored products. • A high intensity of domestic sourced goods by value terminate the junction of I-10 and I-8. • I-8/I-10 focus area to develop as freight mixing center. • Preserve and protect developable areas surrounding optimal transportation assets (I-8 and I-10) • Promote industrial and freight uses in proximity to key transportation confluence • Identify opportunities for lands with additional rail spurs • Establish and brand a logistics center for the Sun Corridor

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
What Moves You Arizona? Long-Range Transportation Plan 2010-2035	2011	ADOT	The purpose of the plan is to serve as both the principal high-level capital programming guide for ADOT and as documentation of broader statewide transportation investment needs. The plan replaced MoveAZ, ADOT's previous LRTP completed in 2004. The report specifies a number of traditional and innovative funding strategies that must be pursued to meet the state's transportation needs over the next 25 years. None refer specifically to I-8. Implementation strategies were identified for Mobility, Accessibility and Connectivity; Preservation and Maintenance; Economic Development; Transportation and Land Use; Natural, Cultural and Environmental Resources; Safety and Security; and Performance Measurement and Management. The plan proposed quantitative performance measures in the following areas: • Improve Mobility and Accessibility (e.g., speed, delay, volume/capacity) • System Preservation and Maintenance (e.g., pavement and bridge condition metrics) • Support Economic Growth (e.g., number of jobs created or retained, as well as mobility measures) • Link Transportation and Land Use (mobility measures, level of improved access management) • Consider Natural, Cultural and Environmental Resources (e.g., change in vehicle emissions) • Enhance Safety and Security (number of crashes and fatalities by mode) • Strengthen Partnerships (to be measured qualitatively) • Promote Fiscal Stewardship (relative benefits of investment choices) http://www.azdot.gov/docs/default-source/planning/lrtp-2011-1129.pdf?sfvrsn=2
REGIONAL PLANNING STUDIES			
ADOT I-8 Multi Modal Corridor Profile	1998	ADOT	The corridor study examined I-8, B-8 and SR 280 (Avenue 3E). The limits covered approximately 200 miles, including I-8 from the California border to I-10 in Casa Grande. It identified deficiencies and needs in the corridor, as well as recommended future projects that would enhance the mobility of people, goods, and services. Categories of deficiencies and needs included Level of Service, Geometric Elements, Structures, Pavement, Accidents, Bicycles, Public Transit, Interchanges, and ITS. Candidate projects were prioritized into 3 levels; 22 Priority 1 projects, 39 Priority 2 projects and 41 Priority 3 projects. These priorities were determined using performance evaluation criteria (14) to identify qualitative impacts of possible corridor actions.
ADOT I-11 Southern Arizona Future Connectivity Corridor Feasibility Assessment Report	2014	ADOT	The purpose of this report was to identify and establish feasible corridor(s) and transportation connections for the portion of the I-11 Southern Arizona study corridor from the international border to just north of the intersection of I-8 and I-10 near Casa Grande. This report describes the Southern Arizona Future Connectivity Corridor analysis and findings and is part of the of the ultimate I-11 and Intermountain West Corridor study from Mexico to Beyond the Las Vegas Metropolitan Area that is comprised of five corridors. For the Southern Arizona Future Connectivity Corridor, only one alternative corridor (seven were evaluated) was recommended for further analysis in future studies – Alternative C, which connects the Phoenix Metropolitan Area to Sonora, Mexico via the Nogales Land Port of Entry. Alternative alignments may vary within the corridor area, and one alternative is shown to utilize I-10 between SR-85 and I-10. http://i11study.com/wp/wp-content/uploads/2012/12/I-11_Southern-Arizona-Feasibility-Assessment-Report_07-28-2014.pdf

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Arizona – Sonora Border Master Plan	Feb. 2013	ADOT & FHWA	The Arizona-Sonora Border Master Plan is a bi-national comprehensive approach to coordinate the planning and delivery of projects to improve land POEs and the transportation infrastructure serving these ports in the Arizona-Sonora border region. The plan identified 107 multimodal infrastructure projects within the study area that were developed from findings and recommendation of previous studies and stakeholder input. There were no specific recommendations for I-8. https://www.azdot.gov/projects/southeast/arizona-sonora-border-master-plan/documents
Central Arizona Governments (CAG) Regional Transportation Plan (RTP)	2015	CAG	During December 2011, the Central Arizona Governments (CAG) initiated an effort to develop a comprehensive long-range Regional Transportation Plan (RTP) for the CAG Region, which at that time included all of Gila and Pinal counties. The RTP reflects a full investigation of transportation issues facing the region and charts the region's transportation future, permitting CAG to more effectively guide strategic investments. The RTP is a multimodal plan which addresses accessibility and mobility concerns relative to the roadway system, transit services, pedestrian and bicycle facilities, aviation and goods movement. Future needs for each of these have been considered in the regional transportation planning process. These needs have been derived through an analysis of the future growth potential of the CAG Region, as interpreted from regional and local land use and development patterns. Recommended improvements in the vicinity of I-8 include: • Montgomery Road: MCGH to SR 84 (Gila Bend Highway) and I-8 • Thornton Road: MCGH to SR 84 (Gila Bend Highway) and I-8 • Regional transit routes: I-8 industrial areas – Casa Grande • Portions of I-10 and I-8 currently form a segment of the CANAMEX corridor • Junction of I-10 and I-8 southeast of Casa Grande has been identified as a "Mixing Center" related to freight.
Casa Grande Downtown Circulation Study	2010	City of Casa Grande	Project defined a Recommended Transportation Plan to support future redevelopment in the Downtown Casa Grande area. It included a new Pinal Avenue grade-separated rail as providing the greatest linkage to potential redevelopment of Downtown. There are no recommendations specific to I-8.
Casa Grande General Plan 2020	2009	City of Casa Grande	The Casa Grande General Plan identifies policies and programs to guide the long term development of the city over time. While it covers all aspects of the City, the focus in this Corridor Profile is on the roadway classification recommendations shown in the General Plan. Regarding I-8, those include widening of the freeway to six lanes from Fuqua Road to I-10 and additional interchanges at Henness and Anderson Roads as well as an enhanced or system interchange at Montgomery Road to accommodate demand for 2030. Indian Valley Road is identified for a later I-8 interchange. http://casagrandeaz.gov/dept/planning/planning-division/general-plan/
City of Yuma Transportation Master Plan	2014	City of Yuma	The Yuma Transportation Master Plan (TMP) provided a multimodal transportation system framework for the city of Yuma considering Buildout conditions through the next 60 years. The purpose of the plan was to provide guidance to infrastructure decision-makers and the community on future transportation investments. I-8 was noted as contributing to regional mobility, assuring national connectivity and supporting international trade. Freight was noted as an emphasis area by trucking and rail, noting the UPRR Sunset Route. The evaluation of the buildout roadway network included widening I-8 to 3 lanes in each direction from 16th Street to Fortuna TI. The implementation plan provided near-term, mid-term and buildout recommendations. Improvements to the I-8 were part of the Buildout recommendations.

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
FHWA Bi-National Border Transportation Infrastructure Needs Study	July 2004	FHWA	The purpose of this study was to identify major transportation corridors on the border region, to develop a quantitative procedure to evaluate the needs of these corridors, and to identify transportation projects to meet the needs of the corridors. The study identifies no projects or direct effects on I-8. http://www.borderplanning.fhwa.dot.gov/tocBINS.asp
MAG 2035 RTP	2014	MAG	The MAG 2035 RTP is a comprehensive, performance based, and coordinated regional plan, outlining multimodal transporation expenditures between FY 2016 and FY 2035 for the Phoenix metropolitan area. Projects include freeway/highway, streets, public transit, airports, bicycle and pedestrian, goods movement, and special needs transportation facilities. Planning and prioritization accounted for key transportation related activities such as transportation demand management, system management, safety, security, and air quality performance analysis. In addition, the basis for identifying options, evaluating alternatives, and making investment decisions was guided by the goals, objectives, and priority criteria of system preservation and safety, access and mobility, sustaining the environment, and accountability and planning. The plan also identified the existing half-cent sales tax (expires 2026), and federal transportation funds distributed through ADOT or directly to MAG as funding sources for the RTP. The I-8 study corridor falls within the MAG jurisdictional boundaries in Maricopa and western Pinal counties, but no programmed investments are identified for the I-8 corridor through FY 2035. However, the RTP does include a discussion of “Illustrative Corridors/Projects,” which are anticipated to be completed beyond the Fiscal Year (FY) 2035 planning horizon, but could be included prior to FY 2035 if funding becomes available. This section lists the upgrade of SR-85 between I-10 and I-8 to a full freeway, including a fully directional interchange at I-8. https://www.azmag.gov/Documents/RTP_2014-01-30_Final-2035-Regional-Transportation-Plan-(RTP).pdf
MAG I-8/I-10 Hidden Valley Transportation Framework Study	2009	MAG	The MAG I-8/I-10 Hidden Valley Transportation Framework Study was completed in 2009 as a long-range high-level planning study for a rapidly developing section of the southern Phoenix metropolitan area. The Hidden Valley study area was situated in southern Maricopa and western Pinal counties, generally defined by the Gila River on the North, the I-8 corridor to the south, Overfield Road to the east, and 459th Avenue to the west. The study entailed extensive stakeholder coordination, an environmental scan and development suitability analysis, and funding investigation to develop a recommended conceptual framework of freeway, parkway, arterial, and public transit corridors. The study also identified future potential freeway interchanges, and established stratiegies for access management. Major transportation improvements included as part of the recommended framework are outlined as part of a logical phasing approach. Proposed improvements for 2030 related to the I-8 study corridor include: • Addition of 2 general purpose lanes on I-8 (6 total), between SR 347 and I-10 • Addition of 3 freeway to freeway system interchanges on I-8 at proposed SR 85 and SR 303L freeways • Improvement of existing I-10/I-8 interchange • Addition of 8 interchanges on I-8 at proposed arterials/parkways

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Pinal County Regionally Significant Routes for Safety and Mobility Study	2008	Pinal County	The Regionally Significant Routes for Safety and Mobility (RSRSM) Study serves as a guide for the County and other stakeholders to implement, fund, and preserve the right-of-way of regionally significant routes (RSRs). The study is developed into a RSRSM plan to ensure safety and mobility throughout the County through the collaboration of federal, state, county, local, tribal, and private stakeholders. The purpose for developing RSRs is to respond to the County's growth, fragmented roadway system, rapid increase in congestion, and impact on safety as congestion levels increase. Candidate RSRs were previously identified in the Pinal County Small Area Transportation Study and further evaluated in a two-part screening process. High capacity parkways in the vicinity of I-8 include: • Western Parkway (under analysis) • Anderson Road (high/critical priority) • Montgomery Road (high/critical priority) • Trekell Road (moderate/medium priority) • Arica Road (parallel to I-8) (moderate/medium priority) • Grid network of principal arterials (moderate/medium priority) RSRs within the study area have the potential to become programmed as RTP projects. Possible impacts to the region include improved connections between multimodal corridors, enhanced mobility and circulation, reduction in congestion, and improved access to residential and employment areas.

Pinal County Transit Feasibility Study	2011	Pinal County	The Pinal County Transit Feasibility Study examines the County's transit demand to create a regional transit system. While the County's current transit needs are minimal, the study anticipates rapid population growth and an increased demand for a multimodal transit system. Growth assumptions in the study expect the western portion of Pinal County, Casa Grande, Apache Junction, Eloy, and Florence to grow to become regional employment centers. To the east, the County will remain mostly rural.
			
			Transit recommendations include additional transit centers, park and ride lots, and express, arterial bus rapid transit, regional, and circulator bus services. Transit recommendations that are in the vicinity of I-8 include:
			
			• Short-term improvements
			  ○ Local transit service within Casa Grande
			  ○ Casa Grande transit centers just north of I-8 at Selma Highway and Chuichu Road
			  ○ Park and Ride at I-10 and Selma Highway
			
			• Long-term improvements
			  ○ I-8 Industrial Transit Route, along I-8 to Montgomery Road
			  ○ Park and Ride at Peters Corner (Peters and SR 84), just north of I-8
			
			The study found that Eloy is anticipated to be Pinal's fastest growing community and is projected to be nearly as populous as Casa Grande by 2025. These assumptions suggest Casa Grande and Eloy are positioned to become regional employment centers and local transit service and regional connections between the two cities are warranted to address the increasing population growth and employment opportunities.

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Pinal County Comprehensive Plan	2009	Pinal County	The Pinal County Comprehensive Plan presents the County's vision for sustainable, coordinated development that meets the current and future needs of the community. Within the study area, employment and mixed-use activity centers are concentrated along SR-87 and I-10 between south of Casa Grande and north of Picacho. In addition, the plan identifies a new Aviation-Based Commerce Center that will create long-term economic potential for the region through associated business and employment development opportunities. The plan's circulation element states that the major challenge in supporting the County's rapid growth is providing safe and efficient multimodal transportation regionally and statewide. The plan considered the results of many studies that addressed these challenges at various scales, including Pinal County's RSRSM, adopted in 2008, that calls for roads at least with regionally significance to be spaced at two-mile intervals. In addition, I-10 and the UPRR are identified as major freight corridors that connect to ports in Southern California and distribute goods to the Southwestern and Southern United States. Along the I-8 corridor, the following are identified: • Low-intensity Activity Center at SR 287, SR 347, and Anderson Road • Medium-intensity Activity Center at Montgomery Road • High capacity facility at Montgomery Road • Major employment along I-8 between Montgomery Road and I-10
Pinal County Open Space and Trails Master Plan	2007	Pinal County	The Pinal County Open Space and Trails Master Plan outlines a vision for the County's future open space, trail, and regional parks network. Given rapid urbanization and growth within the County, the plan recognizes the importance of preserving large tracts of the Sonoran Desert. The plan seeks to improve the County's quality of life by providing recreational opportunities, preserving existing resources, defining the open space character, and contributing to the well-being of its communities. The plan links existing and planned trail networks to open space areas and corridors throughout the community and adjacent counties. Along the I-8 corridor, the plan identifies an existing/planned and proposed multi-use trail. I-8 crosses existing/ planned open space corridors, and also joins with three proposed regional trails providing connectivity to the Casa Grande Mountains, Sonoran Desert National Monument, Table Top Wilderness Area and the South Maricopa Mountains Wilderness. Transmission lines cross I-8 in the vicinity of MP 155, MP 161, and MP 172. Regional Park #4 (23,200 acres) is identified north of I-8 just west of the interchange with SR84. None of the multi-use trails were identified in the recommended implementation program.
SCMPO 2016 – 2035 Draft RTP	2015 (ongoing)	SCMPO	The SCMPO was created as a result of the 2010 census, due to population growth within the City of Casa Grande. SCMPO is undergoing the development of its local Transportation Improvement Program (TIP), which outlines transportation improvement expenditures for FY 2016 through FY 2035, that may impact air quality conformity or are funded by either federal or state dollars. SCMPO has identified the federal Surface Transportation Program (STP), Highway Safety Improvement Program (HSIP), and 5303 Transit Planning programs as funding sources fot the TIP. As part of this effort, a draft listing of projects has been developed. The draft listing of projects recommends the following improvements related to the I-8 corridor: • Pavement preservation on I-8 from Bianco Road to Junction I-10 • Expansion on Henness Road from Florence Boulevard to I-8, including traffic interchange and freeway underpass bridge at MP 176 • Construction of frontage road south of I-8 at MP 176, between Henness Road and Lamb/Cox Road

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
YMPO Regional Transportation Plan (2010-2033)	2010	YMPO	The regional plan addresses the Yuma County area transportation needs through 2033 and recommends improvements for the five-year TIP. The YMPO is comprised of cities of Yuma, Somerton, San Luis; town of Wellton; Cocopah Tribe; Yuma County and ADOT. Multimodal and freight are emphasis areas. Freight consideration is a key focus item due to proximity of Port of San Luis, both highway and rail usage. With regards to safety, the intersection of I-8 and 16th Street was noted with a high crash rate. Socioeconomic data shows population increase of average of 61%. The plan provided a summary of needs and deficiencies per mode. Pertinent to the I-8 corridor, freight/rail may be impacted by potential future inland port. Recommended projects for 2010-2014 included: • I-8, MP 0 to MP 14 Pavement Preservation • Yuma Expressway, SR 195 ((Area Service Highway (ASH)) to I-8 Recommended projects for 2015-2019 included: • SR 195 (ASH), I-8 to US 95 (Study) Illustrative projects identified for outside the RTP planning horizon (beyond 2033) • I-8, Araby Rd to Foothills Blvd (Widening) • I-8, Giss Pkwy to 16th St (Widening) • I-8, Ave 31E (New TI) • I-8, Ave 45E (New TI) • I-8, Ave 5E (New TI) • I-8, Ave 15E (New TI) • I-8, Araby Rd (Reconstruct TI) • I-8, Business 8 (Reconstruct TI)
PARA STUDIES			
ADOT Yuma Expressway Study	2013	City of Yuma & ADOT	The Yuma Expressway Study evaluated a new roadway corridor in the Yuma area to address future growth. The study considered current conditions, future conditions and corridor alternatives. Corridor No. 3 (¼ mile from Avenue D and County 14th Street) was selected as the recommended alternative. The corridor originates from I-8, ¼ mile west of Avenue D and extends southerly. It was noted the future forecast did not identify an immediate need for the expressway based on currently understood conditions. http://azdot.gov/docs/default-source/planning/yuma_expressway_study_final_report.pdf?sfvrsn=2
ADOT YMPO Transportation Needs for the Foothills and Mesa Del Sol Areas	2012	Yuma County & ADOT	This study provided recommended a multimodal improvement plan for 20 square miles in the Foothills and Mesa Del Sol Areas, located adjacent to I-8 from Avenue 10E to Avenue 15E. The study reviewed prior area studies, documented existing conditions, forecasted future conditions, evaluated improvement alternatives and recommended an improvement plan for near-term, mid-term and Buildout. Environmental features related to the I-8 corridor included Arizona wildlife linkages are present in the study area, including Linkage Zone #71 (a high statewide priority). Also, floodplains exist along I-8 in the study area. No capacity issues were identified on I-8, only the frontage roads in spot locations. Operational issues (LOS E or F) were identified at eastbound ramps of South Foothills Boulevard. Two roadway networks were recommended for Year 2030 and Buildout. Buildout network included a new TI at Avenue 15E. http://ympo.org/docs/FINAL%20RPT%20formatted%20for%20double%20side%20printing%20w%20appendices.pdf

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Casa Grande Small Area Transportation Study (SATS)	2007	City of Casa Grande & ADOT	The study developed a comprehensive regional transportation plan for the City of Casa Grande and the greater Casa Grande planning area to guide multi-modal planning for both sub-regional and local facilities. The study also presented implementation and programming recommendations over a 20-year timeframe for improvements to the local circulation system comprising City of Casa Grande and Pinal County roadway segments. While this study included roadway facilities owned and operated by ADOT within the study area, no recommendations were made to improving any of these facilities in this study. ADOT conducted a Regional Transportation Profile to recommend improvements to the state highway system located within the study area, including I-8 in 2008. http://casagrandeaz.gov/dept/planning/planning-division/transportation-planning/
Pinal County Small Area Transportation Study (SATS)	2006	Pinal County	The Pinal County Small Area Transportation Study and accompanying Transit Element Report evaluate and respond to the County's transportation needs to the year 2025. The study reviewed existing conditions, projected future conditions, identified needs and deficiencies, evaluated multimodal improvement options, and recommended a 20 year capital improvement program (CIP). CIP improvements in the vicinity of I-8 include: • Thornton: I-8 to Maricopa-Casa Grande Highway (Near-Term, $51 million) • Anderson: Maricopa-Casa Grande Hwy to I-8 (Long-term, $60 million) • Montgomery: I-8 to Val Vista (Long-term, $20 million) • Montgomery: I-8 to I-10 (Long-term)
Pinal County Transit Element Report	2006	Pinal County	The Transit Element Report recommended transit related improvements, many of which are in the north central area of Pinal County due to its proximity to metropolitan Phoenix. The study recognized priorities to approach multimodal complete design for roadways with transit services. Amtrak service currently exists in the vicinity, although not along the I-8 corridor. A transit center is proposed just north of I-8/I-10 junction.
Southern Pinal County Regional Corridor Study	2015	Pinal County & ADOT	Pinal County and the Arizona Department of Transportation (ADOT) jointly conducted the Southern Pinal County Regional Corridors Study, in coordination with Eloy, Marana, and Coolidge, to address Southern Pinal County's existing and future multimodal travel demand, identify market opportunities, evaluate priority investment areas, and identify improvements to the regional transportation system. No specific improvements to I-8 were recommended, however the nexus of I-8 and I-10 was identified as potential generator for freight activity. Improvements to Trekell Road were identified. Additionally, I-8 was identified as a major freight and commuter corridor for the region, connecting to the I-10/Frontier/Milligan corridor in Eloy.
Southern Pinal/Northern Pima Corridor Definition Study	2008	ADOT	The Southern Pinal/Northern Pima Corridor Definition Study evaluated the feasibility of additional high-capacity transportation corridors in an area of southern Pinal and northern Pima counties. The study broadly defined corridors for potential new high-capacity facilities, based on a needs a feasibility analysis, and building off of preliminary corridor concepts based on existing and future travel demand, land use, traffic, and environmental conditions. The study proposed relieving I-10 travel demand by developing a parallel route to the west of the existing I-10 freeway, connecting to the existing I-8/I-10 interchange to the south Tuccon region.
Wellton Transportation Long Range Plan PARA	2011	Town of Wellton & ADOT	This study effort developed a multimodal transportation plan for the 44-square mile planning area near the Town of Wellton, which includes I-8 between approximately MP 24 and MP 32. Development was identified south of I-8 near Avenue 28E. Recommendations were provided for short, mid and long term improvements. Improvements recommended for 2033 included new I-8 TIs at Avenue 25E and Ave 31E, reconstruction of the Avenue 29E TI, and grade separation with UPRR at 3 locations. The build-out roadway improvement recommended for I-8 is widening to 3 gneral purpose lanes in each direction.

DOCUMENT	DATE COMPLETED	AGENCY	SUMMARY
Yuma Regional Transit Study PARA	2012	Yuma County & ADOT	The Yuma Regional Transit Study identified transit needs within southwestern Yuma County and presented recommended transit system improvements based on three funding scenarios. Recommendations in the vicinity of I-8 include: • Transit Center at Yuma Palms, adjacent to I-8 • Access to Amtrak station near 3rd Street • Usage of I-8 frontage road from Ave 8E to Fortuna Road • Potential circulator in the Foothills area using the I-8 frontage road
DESIGN CONCEPT REPORTS & FINAL DESIGN			
ADOT Interstate 10 Corridor Study, Junction I-8 to Tangerine Road Design Concept Report	2010	ADOT	The ADOT Interstate 10 Corridor Study, Junction I-8 to Tangerine Road DCR, analyzed various improvement alternatives on I-10 from I-8 to Tangerine Road in Pinal and Pima Counties (also including a portion of I-8 to the west of the I-10/I-8 interchange). The goals of the DCR were to develop a long-range master plan for the I-10 Corridor in accordance with the approved regional and local transportation plans, to accommodate traffic demand through the 2030 design year, to retain local access at existing interchanges while also identifying viable locations for future interchange to enhance access to the I-10 corridor, and to minimize impacts or mitigate impacts the improvements may have on the surrounding community. Although the vast majority of improvements pertain to I-10, there are two improvements related to the I-8 study corridor including: • Addition of a freeway interchange on I-8 at Henness Road (MP 177) • Improvements to exisitng I-8/I-10 interchange to accommodate additional lanes and higher traffic volumes
SR 85 at Gila Bend TI DCR	December 2009	ADOT	The purpose of the study was to provide a long range plan for a system TI connecting SR 85 with I-8, as well as to provide interim recommended improvements along B-8. The Implementation Plan for the ultimate improvement identified four phases. The direct impacts to I-8 are associated with Phase 3. One need for this project was noted to facilitate intrastate, interstate and international commerce, as designation a CANAMEX corridor.
I-8 at MP 17.0 (Telegraph Pass of the Gila Mountains) PA	April 2006	ADOT	This PA provided the scope of work for rock fall mitigation between MP 17.00 to MP 20.40. The report considered roadway geometric solutions, but ultimately did not recommend these due to funding constraints. Five priorities were determined with the PA, including: • I-8 EB slope excavation at MP 20.0 (150ft height) • I-8 EB slope excavation at MP 19.8 • I-8 WB slope scaling MP 19.9 • I-8 EB rock fall mitigation (ditch widening/ fence/draping) • I-8 WB rock fall mitigation (ditch widening/ fence/draping) The improvements were not funded at the time of scoping.
I-10 Val Vista – Jct. I-8 PA	June 2009	ADOT	The purpose of the PA was to scope the widening of I-10 between MP 186.65 to MP 199.5 from 2 to 3 lanes in each direction. The interchange with I-8 occurs at MP 199.0. There is no impact to I-8.
I-8, Araby Rd TI DCR	Underway	ADOT	This study is currently ongoing, no information is available at this time.
I-8, Henness Rd TI DCR	Underway	ADOT	This study is currently ongoing, no information is available at this time.

Table 3: Relevant Recommendations

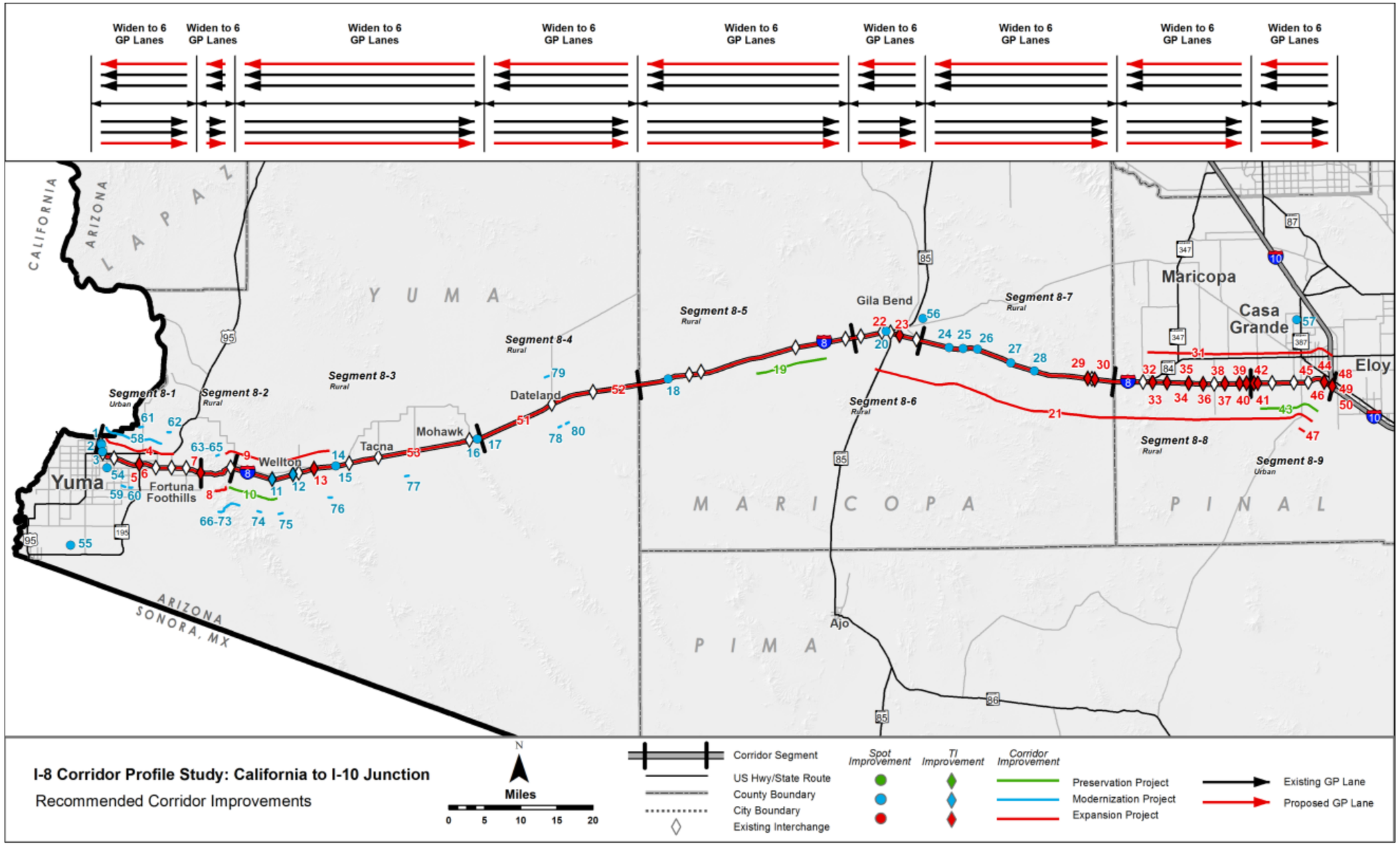
Reference No.	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Document
				Project Description	Preservation	Modernization	Expansion	Program Year	Project No.	
1	0.5	0.5	0	I-8, WB Off Ramp & Giss Parkway (Intersection Improvements)		X		FY17	H8619 01C	ADOT 5 Year Program 2016 - 2020
2	1	1	.5	I-8 Port of Entry facility improvements	X	X				AZ Ports of Entry Study
3	2	2	0	Addition of eastbound DMS at CA state line		X				Arizona Statewide Dynamic Message Master Plan
4	2	12	10	I-8 Widening, 16th Street to Fortuna (6 lanes)			X	Buildout		City of Yuma Transportation Master Plan
5	7	7	0	I-8, Araby Road TI Reconstruction (Roundabouts)		X		FY17	H8102 01C	ADOT 5 Year Program 2016 - 2020
6	7.6	7.6	0	New east-west freeway in Yuma, connecting to I-8			X			BQAZ
7	16.2	16.2	0	I-8, Ave 15E (New TI)			X	Buildout		Transportation Needs for the Foothills & Mesa Del Sol Areas
8	18	20	2	Addition of eastbound climbing lane			X	Low priority (Tier 3)		ADOT Climbing and Passing lane Prioritization Study
9	20	35	15	I-8 Widening (6 lanes)			X	2033		Wellton Transportation Long Range Plan
10	21	29	8	I-8, Dome Valley – Wellton (Pavement Preservation)	X			FY16	H8697 01C	ADOT 5 Year Program 2016 - 2020
11	27	27	0	I-8, Ave 25E (New TI)			X	2033		Wellton Transportation Long Range Plan
12	30	30	0	I-8, Ave 29E (Reconstruct TI)		X		2033		Wellton Transportation Long Range Plan
13	33	33	0	I-8, Ave 31E (New TI)			X	2033		Wellton Transportation Long Range Plan
14	36	36	0	Addition of eastbound DMS at S Ave 36 E		X				Arizona Statewide Dynamic Message Master Plan
15	36	36	0	Addition of westbound DMS at S Ave 36 E		X				Arizona Statewide Dynamic Message Master Plan
16	56	56	0	I-8, Mohawk Rest Area (Rehabilitation)	X	X		FY16	H8707 01C	ADOT 5 Year Program 2016 - 2020
17	56			Mohawk Rest Area Rehab		X			H8707 01C	Arizona Statewide Rest Area Study
18	84			Sentinel Rest Area Roof and Structure Fixes		X				Arizona Statewide Rest Area Study
19	96	106	10	I-8, MP 96 to Paloma Road (Pavement Preservation)	X			FY19	H8922 01C	ADOT 5 Year Program 2016 - 2020
20	115	115	0	Addition of eastbound DMS at SR-85		X				Arizona Statewide Dynamic Message Master Plan

Reference No.	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Document
				Project Description	Preservation	Modernization	Expansion	Program Year	Project No.	
21	116	178	62	Widen I-8 from 4 to 6 lanes			X			Key Commerce Corridors
22	117	117	0	Upgrade of I-8/SR-85 interchange (to accommodate SR-85 freeway)			X	Beyond 2035		Maricopa Association of Governments (MAG) 2035 RTP
23	117	117	0	Upgrade of I-8/SR-85 interchange (to accommodate SR-85 freeway upgrade)			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
24	124			I-8 Accelerate/Decelerate Lane with Cattleguard and sign (southbound)		X				Bureau of Land Management Travel Management Plan and EA
25	126	126	0	I-8, Bender Wash (Drainage Improvements)		X		FY16	H8449 01C	ADOT 5 Year Program 2016 - 2020
26	128			I-8 Accelerate/Decelerate Lane with Cattleguard and sign (northbound) (MP 128)		X				Bureau of Land Management Travel Management Plan and EA
27	133			I-8 Accelerate/Decelerate Lane with Cattleguard and sign (northbound)		X				Bureau of Land Management Travel Management Plan and EA
28	136.5			I-8 Accelerate/Decelerate Lane with Cattleguard and sign (northbound		X				Bureau of Land Management Travel Management Plan and EA
29	144	144	0	Addition of I-8 interchange at Veko Valley Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
30	145	145	0	Addition of freeway to freeway interchange (to accommodate SR-303L freeway upgrade)			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
31	152	178	26	I-8, widening from SR-347 to I-10 (6 lanes)			X	2030		MAG I-8/I-10 Hidden Valley Transportation Framework Study
32	153	153	0	Addition of I-8 interchange at Ratson Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
33	155	155	0	Addition of I-8 interchange at Green Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
34	158	158	0	Addition of I-8 interchange at John Wayne Pkwy (proposed)			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
35	158			Permit for Smith Road under I-8 Overpass (northbound and southbound)		X				Bureau of Land Management Travel Management Plan and EA
36	160	160	0	Addition of I-8 interchange at Fuqua Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
37	163	163	0	Addition of I-8 interchange at Anderson Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
38	163	163	.5	New interchange at I-8/Anderson			X			Casa Grande SATS/GP
39	165	165	.5	New interchange at I-8/Indian Valley			X			Casa Grande GP
40	166	166	0	Addition of I-8 interchange at Russell Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study

Reference No.	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Document
				Project Description	Preservation	Modernization	Expansion	Program Year	Project No.	
41	167	167	.5	New system interchange at I-8/Montgomery			X			Casa Grande SATS/GP
42	167.5	167.5	0	Addition of freeway to freeway interchange (to accommodate SR-303L freeway upgrade)			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
43	169.5	178	8.5	Pavement preservation from Bianco Rd to I-10	X			2016		Sun Corridor MPO Draft Listing of Projects
44	177	177	.5	New interchange of I-8/Henness			X			Casa Grande SATS/GP
45	177	177	0	Addition of I-8 interchange at Henness Rd			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
46	177	177	0	Addition of I-8 interchange at Henness Rd			X	2020		Sun Corridor MPO Draft Listing of Projects
47	177	178	1	South frontage road from Henness to Cox Rd			X	2030		Sun Corridor MPO Draft Listing of Projects
48	178	178	0	Upgrade of I-8/I-10 interchange			X			ADOT I-10 Corridor Study, Junction I-8 to Tangerine Rd DCR
49	178	178	0	I-8/I-10 System Interchange		X				ADOT Key Commerce Corridors
50	178	178	0	Upgrade of I-8/I-10 interchange			X			MAG I-8/I-10 Hidden Valley Transportation Framework Study
51				Widen interstate highways to six lanes in rural Arizona			X			BQAZ
52	1	115	115	Intercity bus along I-8 from Gila Bend to Yuma. (2050)			X			BQAZ
53	1	115	115	Passenger rail along existing rail line from Gila Bend to Yuma (2050)			X			BQAZ
54				Yuma International Airport	X	X	X	FY17-FY20		ADOT 5 Year Program 2016 - 2020
55				Yuma Rolle Airfield	X			FY17		ADOT 5 Year Program 2016 - 2020
56				Gila Bend Municipal Airport	X	X	X	FY16-FY20		ADOT 5 Year Program 2016 - 2020
57				Casa Grande Municipal Airport	X	X	X	FY16-FY20		ADOT 5 Year Program 2016 - 2020
58	0	9.99	9.99	Install Cable Median Barrier (Potentially frontage road only)		X				Arizona Roadway Departure Safety Implementation Plan
59	6	6.49	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
60	6.5	6.99	.49	Alignment Delineation and Lighting (WB)		X				Arizona Roadway Departure Safety Implementation Plan

Reference No.	Begin MP	End MP	Length (miles)	Recommendations				Implementation		Document
				Project Description	Preservation	Modernization	Expansion	Program Year	Project No.	
61	7.5	7.99	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
62	11.5	11.99	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
63	18.5	18.99	.49	Enhanced Signs and Markings for Curves (WB)		X				Arizona Roadway Departure Safety Implementation Plan
64	18.5	18.99	.49	Alignment Delineation and Lighting (WB)		X				Arizona Roadway Departure Safety Implementation Plan
65	18.5	18.99	.49	Guardrail Relocation/Safety Enhancements		X				Arizona Roadway Departure Safety Implementation Plan
66	19	19.49	.49	Enhanced Signs and Markings for Curves		X				Arizona Roadway Departure Safety Implementation Plan
67	19.5	19.99	.49	Enhanced Signs and Markings for Curves		X				Arizona Roadway Departure Safety Implementation Plan
68	19.5	19.99	.49	Alignment Delineation and Lighting (WB)		X				Arizona Roadway Departure Safety Implementation Plan
69	19.5	19.99	.49	Guardrail Relocation/Safety Enhancements		X				Arizona Roadway Departure Safety Implementation Plan
70	20	20.49	.49	Enhanced Signs and Markings for Curves		X				Arizona Roadway Departure Safety Implementation Plan
71	20	20.49	.49	Guardrail Relocation/Safety Enhancements		X				Arizona Roadway Departure Safety Implementation Plan
72	20.5	20.99	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
73	21	21.49	.49	Enhanced Signs and Markings for Curves		X				Arizona Roadway Departure Safety Implementation Plan
74	26	26.49	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
75	27.5	27.99	.49	Alignment Delineation and Lighting (WB)		X				Arizona Roadway Departure Safety Implementation Plan
76	35	35.49	.49	Alignment Delineation and Lighting (WB)		X				Arizona Roadway Departure Safety Implementation Plan
77	45.5	45.99	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan
78	67	67.49	.49	High Friction Surfaces (WB)		X				Arizona Roadway Departure Safety Implementation Plan
79	67.5	57.99	.49	Guardrail Relocation/Safety Enhancements		X				Arizona Roadway Departure Safety Implementation Plan
80	78.5	78.99	.49	Alignment Delineation and Lighting		X				Arizona Roadway Departure Safety Implementation Plan

Figure 4: I-8 Corridor Recommendations



3.0 CONCLUSION

3.1 District Discussions

The study team conducted discussions with the relevant ADOT Districts to introduce the project and gather information about the I-8 corridor.The following summaries provide an overview of the information gathered in the Yuma and Tucson District kick-off meetings.

Yuma District

The Yuma District meeting was held on June 29, 2015, in conjuction with the US / SR 95 Corridor Profile Study team. Attendees included Tazeen Dewan (ADOT MPD), Asad Karim (ADOT MPD), Paul Patane (ADOT District Engineer), Isabell Garcia (ADOT District - Development), Frank Felix (ADOT District – Regional Traffic), James Bramber (ADOT District – Regional Traffic), Brent Crowther (Kimley-Horn), Ted Ritchard (Kimley-Horn), Joy Melita (PB), and Jennifer Love (PB).

Yuma Area

- Revise segments breaks to include one segment from CA border to Ave 4E/Foothills Blvd. Look at Foothills/Mesa del Sol Study to identify specific issues.
- City of Yuma Master Plan identifies new interchanges
- Yuma has vision of rail connection to Mexico
- TIs at Ave 3E and Araby Rd have high truck traffic. I-8 is lined with agricultural cooling facilities and high truck traffic between these two interchanges. Ave 3E has recently been improved and is still deficient.
- I-8 / US 95 connectivity
- Bridge inspection updates will be starting soon (corridor-wide)

Rural Area

- MP 120-135 is a high drug traffic corridor and needs improved fencing. All fencing is 50+ years old.
- I-8/SR 85 System TI in Gila Bend – look at previous study, especially regarding truck bypass.
- TIs safety features need to be upgraded to current standards (i.e. Vekhol Rd (~MP 147) has original guardrail from 1950's)
- Rural TIs (i.e. Dateland and Gila Bend) are not truck friendly, but really need to be if this is going to be a major truck corridor and is truly a key commerce corridor.
- Solar expansion south of I-8 near Gila Bend
- Rest areas should be expanded as traffic increases, current work covers only rehab

Tucson District

The Tucson District meeting was held on July 9, 2015, in conjuction with the I-19 Corridor Profile Study team. Attendees included Asad Karim (ADOT MPD), Rod Lane (ADOT District Engineer), Jay Gomes (ADOT District – Regional Traffic), Scott Beck (ADOT District - Development), Tom Fisher (TDOT), Andy McGovern (City of Tucson), Robert Young (PCDOT), Paul Castellano (PAG), Sheila Bowen (Sahuarita), Mo El-Ali (Sahuarita), Steve Tipton (Tohono O'odham Nation), Andrew Korchmaras (Tohono O'odham Nation), Ed Hocker (AECOM), Joe Racosky (AECOM), Joy Melita (PB), and Jennifer Love (PB).

The following is a summary of the information provided by the ADOT District Staff pertinent to the I-8 corridor, which is included in Segments 8-8 and 8-9.

General

- Drainage studies should be included in the Literature Review
- Winter visitor population should be included for the Yuma area
- Change the label on the map from the "Gila Bend Indian Reservation" to the "San Lucy District of the Tohono O'odham"
- Heavy border patrol traffic (both smuggling and drug related) from Tohono O'odham to I-8, and crossing I-8. Need to improve fencing in this area.
- Should coordinate with border patrol as part of this study to better understand issues in the project area
- Border patrol needs may include improvements to fencing and vegetation to reduce visual barriers. Need to protect I-8 as a transportation facility.
- Recommended to include border patrol representaton in CPS meetings
- Consider the balance between vehicle blockage versus wildlife crossings regarding fencing
- Raphael Castille is Tohono O'odham contact for border patrol in this area
- Maricopa is still growing to the south. A TI at SR 84/I-8 will be needed to accommodate future growth.
- Overweight trucks may be an issue crossing from Mexico where the weight limit is higher. Need to check with YMPO and Yuma District on weight considerations, as there may be weight limit study in Yuma area.
- Frontage roads should be documented in existing conditions as they may become part of mobility solution when developing solution sets
- May need to review 10 year program when developing solution sets

3.2 Next Steps

This working paper provides background and context to the current conditions for the I-8 corridor, identifying the range of issues, needs, growth and opportunities previously documented within the corridor as well as in areas adjacent to or affecting I-8. Moving forward, the analysis contained in this document will provide the basis for defining a solution set to address the range of needs for the I-8 Corridor.

The next steps in the Corridor Profile Study process will be to collect and analyze a range of recent data, identify current needs and deficiencies, and develop a vision for the corridor. The previously recommended projects documented in this working paper will be used as baseline for project recommendations, although current data will be used to verify need and priority. These recommendations will help to understand the corridor, ultimately building the foundation for identifying strategic corridor investments in the categories of preservation, modernization and expansion in the performance areas of Pavement, Bridge, Mobility, Safety and Freight. The identified strategic investments will be considered with other candidate projects in the ADOT programming process.